ON SCENE

THE NATIONAL MARITIME SAR REVIEW

DEPARTMENT OF TRANSPORTATION

U.S. COAST GUARD

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ACADEMY HOSTS THREE SAR MEETINGS

During the week of 12 March 1979 the Coast Guard Academy played host to a State SAR Awareness Conference sponsored by the Inland SAR Coordinator, the annual Spring meeting of the National Association for Search and Rescue (NASAR) and the first quarterly meeting of the Interagency Committee on Search and Rescue (ICSAR).

Leading off the week was a two day conference for Northeast State SAR officials. This was one of five being sponsored this year by Commander, Aerospace Rescue and Recovery Service in his capacity of Inland SAR Coordinator. Included on the program were presentations on the Coast Guard's role in the National SAR Plan, the ICSAR and the National SAR School.

Sandwiched in between the State meeting and the NASAR meeting was a regular quarterly meeting of the ICSAR. The committee flew to New London from Washington by Coast Guard plane. Among the items considered by the ICSAR were:

a. A review of the U. S. Position for the International Maritime SAR Conference;

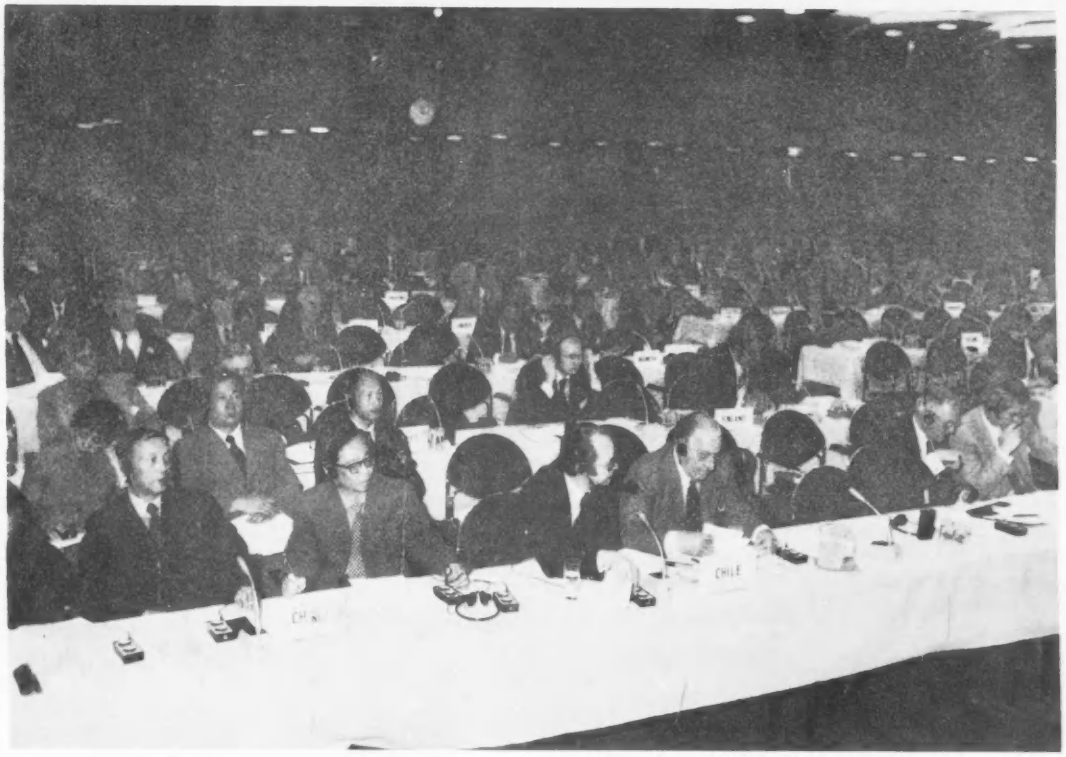
b. A report by a working group on emergency response communications;

c. The biennial review of the Committee's charter.

The final three days were taken up by the Spring business meeting of NASAR. A number of crucial decisions were made by the Executive Board of the Association looking toward the annual NASAR Conference in October of 1979.

ON SCENE is a SAR publication published by the Commandant, U. S. Coast Guard as a source of information concerning current and proposed procedures as well as new developments in SAR. Articles contained herein are non-record and non-directive.

INTERNATIONAL MARITIME SAR CONVENTION ADOPTED AT HAMBURG



On 27 April 1979 delegations from fifty-one countries adopted the International Convention on Maritime SAR and eight related resolutions at an International Maritime SAR Conference held in Hamburg, Federal Republic of Germany. The Conference was sponsored by the Intergovernmental Maritime Consultative Organization which had prepared a draft convention for the consideration of the Conference. The delegations labored for three weeks before coming to their final conclusions. The Convention will be open for signature on 1 November 1979. The Convention will enter into force 12 months after the date on which 15 countries have become Parties according to their constitutional processes.

A six-person United States delegation was headed by RADM Norman C. Venzke, Chief, Office of Operations. The delegation participated in all of the major committees formed by the Conference.

The Convention is expected to provide a much needed focus on the establishment of a world-wide organization for maritime SAR and to encourage the development of maritime SAR services in those areas of the world where such services are presently minimal or non-existent. Implementation of the Convention should give greater protection to citizens of all nations as they travel throughout the world.

Copies of the Final Act of the Conference including the Convention and the Resolutions, is being transmitted by Commandant Notice to those Coast Guard commands with an immediate need to know.

KUDOS CORNER

WHEREAS, a navy transport plane, C-117, crashed into the Philippine Sea on August 14, 1978; and

WHEREAS, there were 30 persons aboard that special flight, including high-level federal officials and military leaders and band members.....; and

WHEREAS, 28 of the 30 persons aboard survived the crash; and

WHEREAS, the calm and rational actions of those survivors led to the success of the rescue mission which was carried out smoothly by the U. S. Navy's COMSUBRON 15 Torpedo Rescue vessel; the U. S. Coast Guard's POINT HARRIS; a U. S. Air Force B-52 crew, and two Navy helicopters which were at the crash site almost immediately after the crash; now, therefore, be it

RESOLVED, that those personnel involved in the successful rescue mission on August 14, 1978 be commended for their efforts in bringing the victims to land; and be it further

RESOLVED, that those medical personnel who conscientiously attended to the needs of these victims be commended.

/s/ Ernesto M. Espaldon,
Legislative Secretary
and
Joseph F. Ada,
Speaker of the
Fourteenth Guam Legislature Guam, Marianas

To: United States Ambassador to New Zealand

My Dear Ambassador,

The Faipule of Atafu, Amusia Patea, has asked that the following message be conveyed to you:

"Grateful for the help provided by the USCGC GLACIER in the time of emergency. Many thanks to the Captain and the crew for their services."

I would like to add my own special thanks for the GLACIER's prompt and efficient assistance in transferring the patient to Apia. I understand that the whole exercise proceeded very smoothly and that hospitalization has now been arranged in Apia.

I should be most grateful if you would convey our gratitude to all those involved.

/s/ F. H. Corner,
Secretary of Foreign
Affairs, New Zealand

FM: American Embassy, Bridgeton, Barbados
To: Commandant, U. S. Coast Guard

On behalf of the American Embassy in the Eastern Caribbean, I express appreciation for the Coast Guard's prompt response to our request for assistance following the first eruption of Mt. Soufriere on April 13. In addition to the vital evacuation and surveillance operations which the Coast Guard's cutters, planes and helicopters carried out, the Coast Guard's very presence was reassuring to a frightened population...I believe that in expressing my warm appreciation, I am still falling considerably short of the feelings of the people of St. Vincent for the United States Coast Guard. I hope you will convey these sentiments to the personnel concerned.

/s/ Ambassador Ortiz

NAVY SAR SONOBUOY

The United States Navy has announced the fleet issuance of a sonobuoy, AN/SSQ-83, which has been specifically designated for search and rescue use. All SAR units should become familiar with its characteristics, so as to be able to participate more effectively in joint SAR operations with the U.S. Navy.

The AN/SSQ-83 search and rescue sonobuoy is designed to assist in the marking and/or location of an aircraft crash site, ship sinking, or survivors at sea. The buoy is designed for SAR use only and cannot be used as a sonobucy for ASW purposes. The AN/SSQ-83 can be launched from aircraft equipped with sonobuoy launchers, or deployed over the side by hand. Nominal RF output is one watt for 60 hours on sonobuoy channel 15 (172.75 MHz). A floating microphone is provided for one-way voice communication. The RF beacon radiates automatically and continuously, regardless of whether the microphone is used or not. A flashing light and dye marker are incorporated in the buoy as well as an 8-foot tether line for attaching the buoy to a life raft or person.

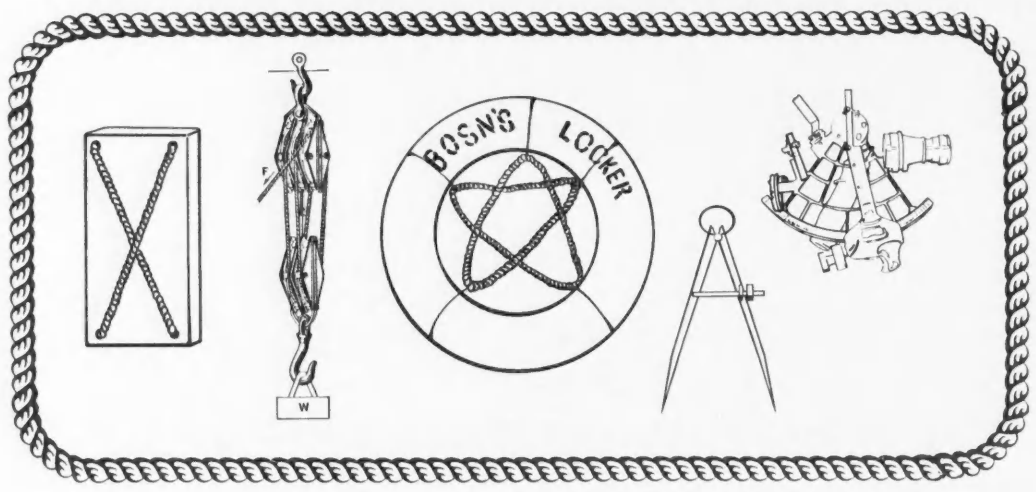
Pertinent data on the AN/SSQ-83 are:

Description	SAR
Function	Search and rescue - RF beacon and transmit - only voice communication link
Applicable Specification	None
Average Weight	18 lb (8.16 kg)
Activation Time (after splash)	Up to 3 minutes
Transmitter	Sonobuoy Channel 15 only (172.75 MHz)
RF Power	1 watt
Sensor Type	Single Element, floating microphone attached to 20-ft cord
Acoustic Frequency Range	300 to 3000 Hz (for voice transmission)
Power Source	Seawater-activated battery
Operating Life	60 hours
Scuttling	No provision
Position Marker	Blinking night light and 1-hour dye marker; 8-ft tether line attached to buoy
Manufacturers	Magnavox 37695
Production Status	Limited (1978)
Operating Environmental Conditions:	
Launch Air Temperature	-20^{o} to $+55^{o}C$
Seawater Temperature	0^{o} to $35^{o}C$

Wind Velocity ..... Up to 30 knots
Sea State ..... Up to 5

Maximum Launch Altitude and Airspeed ..... 10,000 ft; 250 knots IAS

When deployed, the AN/SSQ-83 has all the characteristics of a datum marker buoy (DMB), and can be utilized as such in accordance with paragraph 814 of National SAR Manual and section 0545 of the Coast Guard Addendum to the Manual. It has the additional capability of enabling a survivor in the water to transmit (but not receive) voice messages on VHF sonobuoy channel 15 (172.15 MHz). All in all this is a welcome addition to the Navy's SAR capability.



HAVE YOU ANY VIEWS ON INFLATABLE PFDs FOR BOATERS

On 15 March the Commandant issued an Advanced Notice of Proposed Rule Making in which he invited public participation in the development of regulations establishing a Coast Guard Approval Program for inflatable personal flotation devices (PFDs). The Coast Guard is presently evaluating various types of inflatable PFDs for possible future approval for public use. The advance notice posed 9 questions and asked for public comment and assistance in answering them. This article solicits the assistance of Coast Guard personnel, who have had experience in boating and inflatables, in answering the following questions or in providing other comments dictated by their experience. The questions are:

(1) Should any reliability in PFDs be sacrificed or field enforcement be made more difficult, to accomplish an increase in wearability?

(2) Should only hybrid (combined inherent and inflatable buoyancy) devices be approved in addition to those presently approved?

(3) Should additional PFD's be required for each person on board to increase the reliability factor of inflatables?

(4) What restrictions should be placed on the use of inflatable PFD's by non-swimmers and children? Is it feasible to require an automatic inflation mechanism for non-swimmers and children or to prohibit the use of inflatables altogether for these people?

(5) Could the average boater determine if an inflatable PFD is in a serviceable condition?

(6) Should the Coast Guard require a qualified service facility to periodically restore the device to a serviceable condition or could the average boater perform this function?

(7) Are inflatable PFDs too complicated for some people to operate in an emergency situation?

(8) What characteristics are essential to the proper operation of inflatable PFDs? Should the Coast Guard require these features?

(9) Under what circumstances or on what types of vessels might inflatable PFDs be suitable for commercial use?

Comments are requested on the above issues as well as on any issue related to the subject matter of this article. Comments are encouraged on the relative strengths and weaknesses of each alternative discussed. Suggestions for other alternatives are also encouraged.

Please send any comments initiated by this article to the Editor, ON SCENE so that we will have an indication of how effective this type of information solicitation can be. The address is:

Editor, ON SCENE
U. S. Coast Guard (G-OSR-4)
Washington, D. C. 20590

"POCKET INSTANT CALCULATOR"

Recently, a Beneficial Suggestion was submitted by BM3 Donald YOUNG, a coxswain at Station Milford Haven in Virginia. He developed a card device similiar to one which is presently on the market that allows him to convert relative bearings to compass, magnetic, or true. Although BM3 YOUNG made his device himself, the Pocket Instant Navigator (patent pending) is available from commercial sources. The pocket instant navigator also functions as a mobile compass rose and is a quick and easy piece of navigation equipment to operate. The use of this device will depend upon the personal preference of each coxswain and navigator. Consequently, there are no intentions to make it a part of any official boat outfit list. Additional information may be obtained direct from the manufacturer, Nautical Accessories, 131 Brownell Street, New Bedford, MA 02740. We commend Petty Officer YOUNG for his efforts in this case and encourage other Coast Guard personnel to participate in the Beneficial Suggestion Program.

THE 11 COMMANDMENTS OF TOWING
By CWO G.O. Daugherty, USCG

1. Thou shalt honor the commercial tug as thy god and offer no assistance before her.

2. Thou shalt be mindful of wind and current whilst standing out to assist a disabled vessel in a seaway lest thou commeth together as a flash of lightning and splittith thy beam ends whilst taking her in tow.

3. Thou shalt closely consider thy towing harness and distressed vessel's hardware ere forward motion is applied lest thy towline carry away her trim bow fittings and leave gaping holes where chrome cleats used to dwell.

4. Be thou gentle in taking up thy slack whenst thou art engaged lest thy ungrateful guest fetch up on thee unaware and reduce thy splendid cutter to a hopeless derelict befitting only for a board of survey and the salvager's torch.

5. Heave thou ever so gently on a grounded sailboat lest she come free without warning and overtaketh thee as a shot from a gun and lose her watertight integrity forthwith on your unyielding steel quarters.

6. Thou shalt not dewater a beached cabin cruiser in the height of a storm lest thou are prepared to retrieve her from two miles on shore first favorable weather.

7. Thou shalt strongly suspect holing in a beached vessel of high freeboard whose holds are full of water without benefit of spray at the height of a storm.

8. Thou shalt not attempt to refloat a beached vessel in heavy weather if holding well on the beach lest thou are prepared to establish a wreck buoy over her hull and sustain the full brunt of a formal investigation.

9. Thou shalt consider it wise to avoid the alongside tow in a seaway should ye be making weather less thee find it rewarding to count every frame of thy cutter and her consort from dockside thereafter.

10. Thou shalt deem it equally wise to assume an alongside tow in sheltered waters-particularly where currents follow thee-less thee become the laughing stock of thy peers and subordinates alike-for it is wriiten-failure to observe this basic rule defies all logic and maketh thee the king of fools.

11. Should thou lose all thy fenders whilst conducting an alongside tow against the current in sheltered waters thou mayst consider thyself unlucky in cards and love as well. However, thou mayst then stream thy tow astern at short stay as prudent action in this case and still effect a safe mooring for thy hapless tow providing thou art an expert-art thou???

The above is reprinted from Ninth District periodical "SHIPMATE"

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then your ideas are needed on ways to conserve energy and its proper use

CHECKLIST FOR ALONGSIDE TOWING

The following information is extracted from the Boat Crew Training Manual now in preparation.

This method is used primarily when maximum control is required. The object of alongside towing is to make both vessels act as one.

1. Brief crew:

   a. Placement; port or starboard side tow.
   b. Breakout alongside towing lines.
   c. Rig Fenders.
   d. Keep all slack lines clear of water and away from screw(s).

2. Always rig fenders to prevent hull damage.

3. Shorten tow:

   a. Advise disabled vessel of intentions.
   b. Reduce speed.

CAUTION:

A sudden reduction in towing speed may find the tow continuing forward at a faster rate of speed than your vessel, resulting in an overtaking situation. Reduce speed slowly, observing tow constantly and keeping towing hawser IN VIEW AT ALL TIMES.

4. Secure the tow alongside:

   a. Heave in the slack from the towing hawser (KEEP IT CLEAR OF SCREW(s), bringing the disabled vessel alongside. Immediately secure the forward springline; this will give you control of the vessel.

   b. Insure that your stern is well aft of the towed vessels, in order to maintain the effectiveness of your screw(s) and rudder(s).

      RULE OF THUMB: ALIGN YOUR TOWING BITT WITH TOWED VESSELS STERN (41' UTB) AFTER QUARTER BITTS (44' MLB)

   c. Secure working ends of the alongside lines to your vessel in order to be able to adjust or relocate lines.

   d. Secure the bowline, keeping the bow running as parallel to your keel as possible.

   e. Secure the after springline.

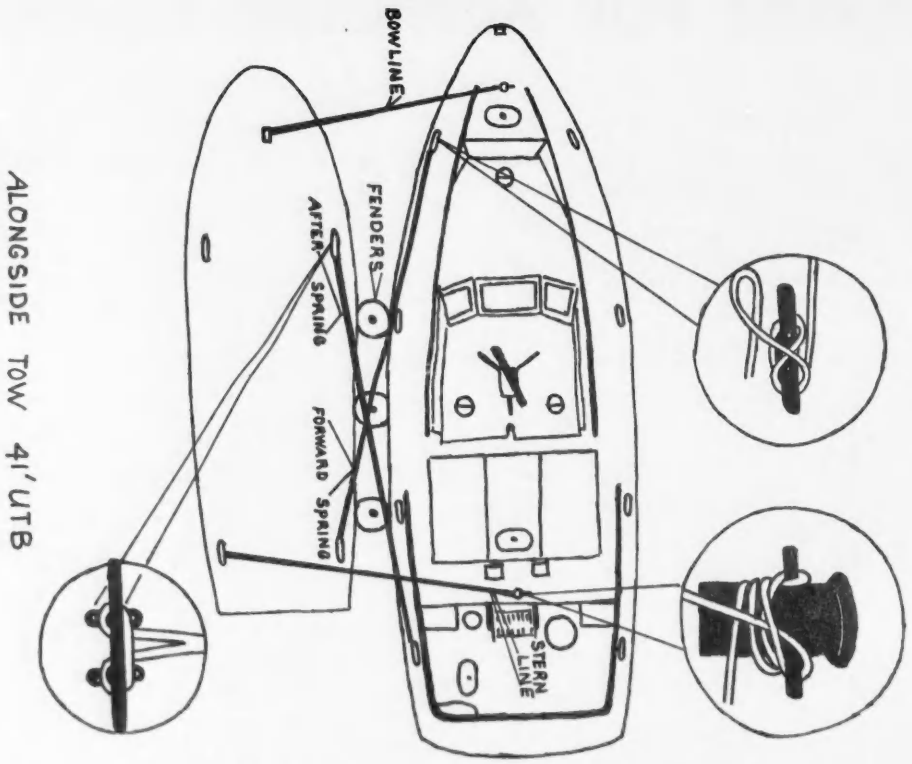
   f. Secure the sternline.

   g. Use the following procedures to make final adjustments to the springlines:

      1. Back down slowly to remove slack from the forward springline.

      2. Go ahead slowly to remove slack from the after springline.

5. The four (04) lines rigged for maximum control are:



a. Bowline.....Bow to Bow (holds bow in)

b. Sternline.....Inboard of your stern, to outboard of towed vessels stern. (holds stern in)

c. Forward Springline.....Your bow, towed vessels stern. This line takes the strain going forward.

d. After Springline.....Your stern, towed vessels bow. This line takes the strain going astern.

6. The nearer the springlines are to a fore and aft direction, the more control you have over the tow (reduces the angle of pull to the keel). Springlines reduce surging between vessels.

7. The length of the alongside towing lines between the two (02) vessels determines the amount of shock absorption accomplished by these lines. Increasing the length of the lines increases shock absorption, decreasing the chances of parting lines.

8. In many cases the alonside towing lines placements will vary, depending upon:

a. Location of towing vessel/tow's bitts, cleats and fairleads.
b. Size of tow.

THE INTERNATIONAL RADIO-MEDICAL CENTER (CIRM)

The International Radio-Medical Center (CIRM) was established in 1935 in Rome by Professor Guido Guida with the purpose of providing, via radio, free assistance and medical advice to seamen from all over the world. The activity of the Center was interrupted in June 1940 by the outbreak of war.

Imemdiately after the end of World War II, the activity of CIRM was resumed and improved. In 1950 CIRM was re-established as a Foundation and, subsequently was granted a yearly contribution by the government of Italy. This led to a reorganization so that it is now basically a medical service, a telecommunication service and a study section.

The medical service consists of a director and a group of physicians who rotate on a continuous watch, as well as a group of consultants, among which there are many directors of university clinics and leading physicians of state hospitals.

Medical assistance is provided at the CIRM main office by the duty physician who, by means of the telecommunication service, keeps in touch with vessels that have asked for assistance until the patients have recovered or have been landed.

The telecommunication service consists of a radio station and a teletype center. The radio station is the only coastal radio station in the world exclusively dedicated to medical assistance services. The national postal telegraph radio station in Rome also participates in CIRM's radio service. In addition, an extensive network of radio stations around the world can be used if necessary. These include U. S. Coast Guard radio stations, the RCA and Globe radio stations in Manila and the General Pacheco station in Buenos Aires. The national French radio center of St. Lys assists with French vessel traffic. A number of teletype services relay the message traffic to the teletype center.

The Study Section carries out research on the pathology of seamen, through the collaboration of Italian and foreign scholars and institutes. The ON SCENE feature "The Liferaft" draws on a CIRM study, "Exposure at Sea" for case studies on various aspects on survival at sea.

The Center works with Search and Rescue authorities in order to provide for the evacuation of seriously ill or injured seamen to ships with medical facilities or to medical care facilities ashore. An example of CIRM's international cooperation with SAR services is the fact that its radio station IRM serves as a radio station for the collection of Automated Mutual-assistance Vessel Rescue system (AMVER) messages.

In the period from 1956 to 1976, CIRM provided assistance to approximately 22,000 patients and the telecommunications service handled over 180,000 messages.

As a result of this activity CIRM has received professions of gratitude from organizations, companies, government and private agencies of every nationality. ON SCENE takes this opportunity to salute this fine organization which ranks high among those which are dedicated to promoting the health and safety of sailors of all nations.

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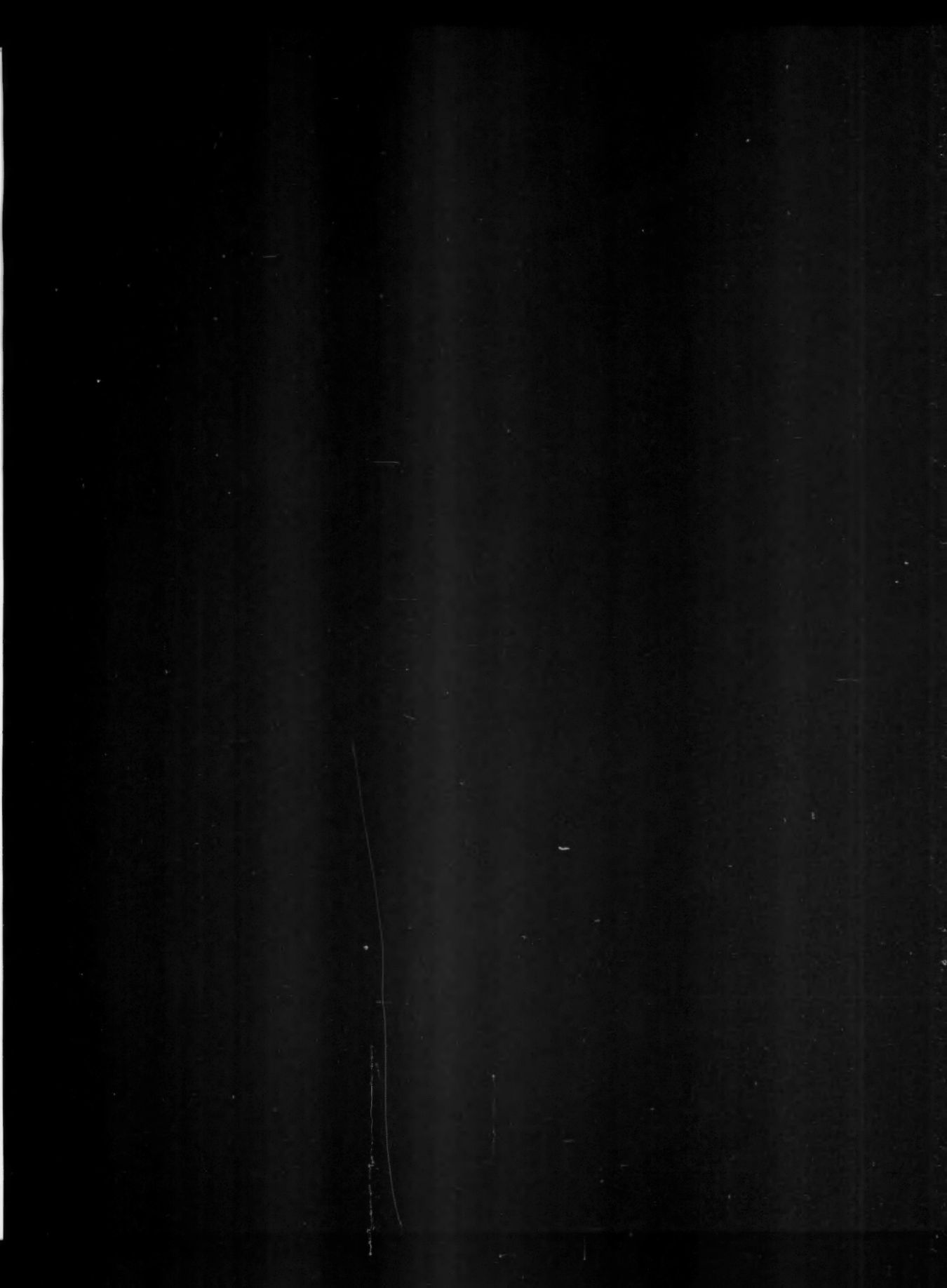
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